

PRESIDENT FINLEY, OF SOUTHERN RAILWAY, ADDRESSES SUBORDINATES

The representatives of the Freight and Passenger Departments of the Southern Railway Company were brought together in Atlanta on February 13th, at the request of President Finley, who addressed them in part as follows:

Your duties bring you into personal and daily contact with the people along the lines of the Southern Railway, and I as one who has filled positions which some of you are now filling, propose to speak to you briefly of the relations of freight and passenger agents to the public. Your duties are of a two fold nature. You owe duties to the railway company by which you are employed and you owe duties to the public. These double duties do not in any way result in conflict or divided allegiance, for he serves the railway best who serves the public best.

The general officers of a railway have unfortunately, too few opportunities for meeting and talking with the people who are dependent upon the road for transportation services. The man having business relations with the road, as a rule, comes into personal contact with the local representatives of the traffic and operating departments. The policies of the railway are formulated and mapped out by the general officers, but the application of these policies to specific transactions must be entrusted in the main to men in the field. It follows, then, that you have in a substantial sense the reputation of the Southern Railway Company for fair and just dealing your hands. Whether the company shall be popular or unpopular depends in very large measure upon your attitude toward the public and upon your treatment of those doing business with the road. It is of supreme importance, therefore, that you, who daily come into intimate personal contact with the public, should bear in mind constantly that it is the unvarying policy of the company to be just and fair to all alike—to the small shipper and the occasional traveler as well as to the large shipper and the regular traveler; that you should be perfectly frank in all business dealings; that you should always be considerate and patient, and that you should do all in your power to make the services of the road satisfactory to those for whom they are performed.

All classes of the public should be treated with consideration and be given every reasonable accommodation. Even the man who makes impossible or unreasonable demands should not be dismissed with a curt refusal. He may not know that what he asks is either impossible or unreasonable, and a few words of frank explanation pointing out to him why his wishes cannot be complied with may send him away a friend

to the road instead of a faultfinder. While every thing possible should be done should be for the accommodation of those doing business with the road, care should be exercised not to promise the impossible in the way of facilities or services. When failure to fulfil such a promise follows, the man who made it may be able to shift responsibility to the operating or some other department or officer, but the damage done to the reputation of the road cannot be easily remedied. Questions that seem to you to be trivial may be considered of much importance by the persons asking them and they should be answered with patience and courtesy.

The efficiency of the service as a whole depends upon the efficiency of each individual official and employee. Every agent and employee should study his duties in detail and should understand thoroughly just what he is to do in any contingency that may arise. He should then neglect no details of his duties, however unimportant it may seem to him, for no matter how carefully and minutely duties may be prescribed by the general officers, the neglect of some apparently minor detail may lead to serious or possibly to disastrous results. Of even more importance than a careful observance of duties prescribed by the company is obedience to law. Many of the relations between the railways and the public are now regulated by Federal and State statutes, and every official and employee of the Southern Railway Company must understand that its business affairs are to be conducted at all times in strict accordance with the laws of the land. No transaction or practice that is forbidden by the laws can be permitted, and as I am sure you all understand, there must be no resort to evasion of any kind.

As representatives of the Southern Railway Company you should bear in mind at all times the basic fact that the interests of the railway and of those served by it are identical and that they are inseparably interwoven. The railway can prosper only as a result of the prosperity of communities by which the demand for transportation is increased, and the prosperity of the South can continue and can be brought to the highest possible level only through adequate and efficient transportation facilities. At the present time, when every effort is being made to supply additional facilities and more efficient services, nothing is more important than that the truth of this proposition should be realized by men in all lines of business. When once this identity of interests is thoroughly understood the railroads of the South and the people will be brought together in more harmonious co-operation for the development of the natural

resources of the South and for the expansion of all lines of industry. The men in the freight and passenger department are in a position to do much to bring about this mutual good understanding and this harmonious co-operation for the upbuilding of the territory traversed by the lines of the company. Your careful attention to the wants of the people and your considerate treatment of everyone having business with the road will serve as a constant object lesson of its interest in the individuals and communities along its lines.

My personal experience convinces me that the people as a rule are fair-minded and when fully informed can be relied upon to deal justly with the transportation interests.

I feel sure that it is only necessary to direct your attention to the importance of your relations to the public, and that we shall have your loyal support in carrying out what is the policy of the company—the building up of a thoroughly efficient transportation system on the solid basis of harmonious relations with the people along its lines.

There is another point to which I desire to call your special attention:

The management of the Southern Railway has been confided to us as a high and sacred trust. This trust is not confined to the President, the general officers or the Board of Directors. It applies with equal obligation, in his sphere of action, to the humblest employee as it does to the highest. Each has his duty to perform and, in the performance of that duty, he represents the railway and is engaged in the performance of a trust in respect to it. The brakeman cannot perform the President's duty, nor can the President perform the brakeman's. Each must do faithfully his own duty, and only in the honest and faithful performance of duty by all can there come a proper measure of success.

The railway and the public are entitled to the very best that is in our employees, from the highest to the lowest—they are both entitled to demand that there shall be no lukewarm or limited service, but that the heart of your employees shall be in their work. All of us have voluntary undertaken a duty in respect to this property and the railway and the public should receive from each of us full and faithful performance.

I wish to build up among all our employees a spirit of interest and co-operation—a spirit in which each man will recognize that he is identified with the railway and will earnestly and honestly work for its welfare. Only in this way can we successfully administer the trust which has been confided to us.

All headaches go
When you grow wiser
And learn to use
An "Early Riser,"

DeWitt's Little Early Risers, safe, sure pills.

IN MEMORY OF "AUNT POLLY"

Polly Board, (colored), departed this life Feb. 16 1907. She was fifty years old. She professed Christianity nineteen years ago during Rev. Talbuts pastorate.

Aunt Polly had been sick all the fall and winter and last Monday she had a relapse and grew steadily worse until the end came. She told her daughter Sallie, "I will not get well but the Lord has prepared a home for me in Heaven." When her son, Clarence, asked her if she was prepared to die, she said, "Yes, I ask the Lord to spare me to see my children and he is good and kind." She was a kind and devoted mother and a faithful womanly woman. Her last words were: "I want to see my Mary." She leaves to mourn her death two daughters and many relatives. Besides these she had many friends among the white people who highly respected her. Among them are: Mrs. A. R. Fisher and Mrs. Frank Fraize. The following are the words of a friend.

Well done, thou good and faithful servant, enter in the joys of thy Lord. Truly Aunt Polly earned this great promise of God, it is attested by those who knew her best, of her love and faith. She had great kindness in her heart, if she had nothing else to give it would be a cup of cold water or gather flowers and place them in your house, or if she thought you were tired she had a kind word and helping hand. Many little white arms were put around her neck with the words "You are my black mammy".

Her energy, her devotion in her family were known to all, and as they gathered around her dying bed she looked up and smiled and said "The Lord has been so good to me". May we rejoice in the hope of meeting her again some day for it was through the Spirit she waited for the hope of righteousness of faith.

A Friend.

Frightfully Buried.

Chas. W. Moore, a machinist, of Ford City, Pa., had his hand frightfully burned in an electrical furnace. He applied Bucklen's Arnica Salve with the usual result: "a quick and perfect cure." Greatest healer on earth for Burns, Wounds, Sores, Eczema and Piles. 25c at Severs Drug Co.

MADE A BAD START

Installation of Electric Service on
New York Central Railway
Attended by Disaster.

TWENTY PERSONS WERE KILLED

Electric Train Going Seventy Miles
an Hour Leaves the Track and
Death Claims Many Victims, the
Most of Whom Were Women.

New York, Feb. 18.—Twenty dead, two fatally hurt and 145 others more or less seriously injured, is the result of the wreck of an electric express train on the New York Central railroad at 205th street and Webster avenue, Saturday night. Of the large number of injured, fifty are, according to hospital and police reports, seriously hurt and the death-list may be increased within the next twenty-four hours. Most of the others are suffering from lacerations or shock, and will recover. The cause of the wreck is still a matter of speculation.

Motorman Rogers of the wrecked train, according to the coroner, has made a statement that he was running on schedule time when the accident occurred and admitted that the speed of train was seventy miles an hour. Rogers, said the coroner, declares that he did not know anything was wrong until an eighth of a mile beyond the place of derailment. It is thought that a spreading of the rails caused the disaster. It is supposed that one of the motors hit a section of the track with force enough to cause it to jump off. The smoker followed and swung the cars following completely off the track, breaking the coupling. When the rear cars broke loose they ran wild for a distance and finally turned over.

When the wreck occurred the three rear coaches, completely filled with passengers, mostly theater parties and commuters, were thrown on their right side just above a sharp curve at Woodlawn Road bridge. People were hurled violently from their seats and the most of those who were killed were pitched through the windows as the cars slid on their sides. The third rail held for a time, but finally broke with a flash and a roar seen and heard for a great distance. Between the wreck of the "current" rail and the main track the bodies were wedged. They were held here as the cars passed along, and in this way were terribly mangled. Among the passengers was a party of girls from Miss Knox's fashionable school at White Plains, several of whom were killed. Most of the dead and injured are women.

Death gripped some of the passengers quickly and mercifully. Others had their limbs torn off and others with fractured skulls were stunned into unconsciousness of further injury. And when the motor cars, with air-brakes set, finally came to a stop the shattered cars remained on their sides with their passengers piled on top of one another, the dead and injured mixed together with seats and splintered iron and woodwork piled upon them.

If you are Constipated, dull or bilious, or have a sallow lifeless complexion, try Lax-ets just once to see what they will do for you. Lax-ets are little toothsome Candy tablets—nice to eat, nice in effect. No griping, no pain. Just a gentle laxative effect that is pleasingly desirable. Handy for the vest pocket or purse. Lax-ets come to you in beautiful lithographed metal boxes at 5 cents and 25 cents. Sold by Severs Drug Company.

The preservation of the flesh of the mammoth for ages in Siberia is not remarkable. In most northern districts of that country ground never thaws beyond a depth of two or three feet. Bodies of men buried 200 years have been examined and found unchanged, being frozen perfectly solid.

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\$38.00 Portland, Tacoma and Seattle.
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